

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

This Document contains information affecting the National Defense of the United States, within the meaning of Title 18, Sections 793 and 794, of the U.S. Code, as amended. Its transmission or revelation of its contents to or receipt by an unauthorized person is prohibited by law. The reproduction of this form is prohibited.

25X1

COUNTRY	Poland	REPORT NO.	[REDACTED] 25X1A
SUBJECT	Polish Merchant Ships in the Port of Gdynia	DATE DISTR.	25 June 1953
		NO. OF PAGES	3
DATE OF INFO.	[REDACTED]	REQUIREMENT NO.	[REDACTED] 25X1A
PLACE ACQUIRED	[REDACTED]	REFERENCES	

25X1A

25X1

25X1

25X1X

25X1

25X1A

25X1

1. During the period 1947-1951, [REDACTED] Polish merchant ships in the port of Gdynia 5430N-1833E. [REDACTED] these ships, because they were among Poland's heavier ships, belonged to the Polish Ocean Lines Company (Polskie Linie Oceaniczne -- PLO), a state-owned company which had its headquarters in Gdynia. (Poland's lighter merchant ships had their home port in Szczecin 5325N-1435E). On the smokestacks of the ships, the letters PLO appeared. (A listing of these ships follows:
 - a. M.S. KILINSKI. A freighter with a gross tonnage of about 8,000. I have heard that it visited a Chinese port. It was equipped with radar, had a speed of about 20 knots and a crew of about 60.
 - b. M.S. PULASKI. A freighter with a gross tonnage of about 6,000. In the Spring of 1951, [REDACTED] the KILINSKI (see a. above) and the PULASKI were being loaded with heavy machine crates marked "Czechoslovakia"; I heard that this cargo was bound for China. The ship has a crew of about 54 and possessed radar equipment. The speed was about 17 knots. (for the type of radar antenna aboard this ship, see Annex).
 - c. M.S. GENERAL BEM. [REDACTED] The captain was (fnu) MACIEJEWSKI. This freighter was bought from [REDACTED]

25X1

SECRET

STATE	#x	ARMY	#x	NAVY	#x	AIR	#x	FBI		AEC									
-------	----	------	----	------	----	-----	----	-----	--	-----	--	--	--	--	--	--	--	--	--

25X1A

SECRET

25X1

-2-

a South American company, and most of its ports of call were in South America. It had a crew of about 50, and possessed radar /see Annex 7. The gross tonnage was approximately 5,100 and the speed, about 17 knots.

- d. M.S. POKOJ. A vessel similar to the GENERAL BEM /see c. above and also possessing radar.
- e. M.S. LECH. It was about seven years old, had a gross tonnage of approximately 3,000, a crew of about 30, and a speed of 14 knots.
- f. M.S. CZECH. A ship which was similar to the LECH /see e. above.
- g. M.S. GENERAL WALTER. A freighter which was similar to the KILINSKI /see a. above.
- h. M.S. TURNIA. This oil tanker had a gross tonnage of about 600.
- i. M.S. RYSY. A tanker which was similar to the TURNIA /see h. above. It sailed only along the Polish coast.
- j. M.S. KARPATY. This was Poland's largest tanker. It had a gross tonnage of about 7,000, a crew of about 48, and a speed of about 15 knots. It called on Albania and Odessa, Russia.
- k. M.S. MICKIEWICZ. A freighter which was about three years old, with a gross tonnage of about 4,500, a crew of about 40, and a speed of approximately 18 knots. Ports of call: India, South America, Far East. It also had radar equipment /see Annex 7.
- l. M.S. PIAST. This passenger-freighter had about 30 passenger cabins. It was built about 1951 in a foreign port unknown to me. The ship's gross tonnage was about 4,500; speed, about 21 knots. It possessed radar equipment /see Annex 7.
- m. M.S. CURIE-SKLODOWSKA. This ship was built about 1951 in a foreign port unknown to me. It was a freighter-passenger ship with about 15 passenger cabins. It had about 60 crew members, a gross tonnage of about 7,000, traveled with a speed of about 16 knots, and had radar /see Annex 7. I heard that it carried cement to South America.

Enclosure;

A. Radar Antenna Aboard Polish Merchant Ships

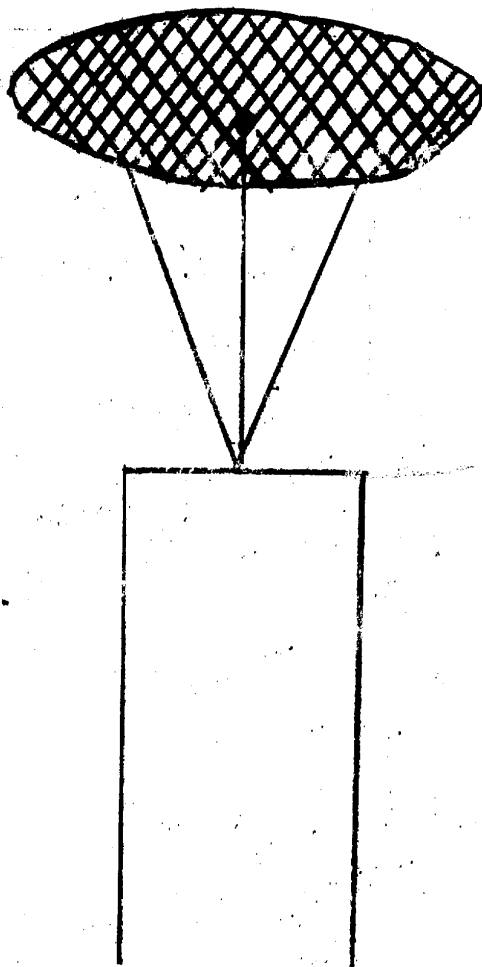
SECRET

SECRET/

25X1

Annex

Radar Antenna Aboard Polish Merchant Ships



SECRET